

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROGRAM AMENDMENTS
Traffic Congestion Relief Applications
Resolution: TA-02-10

Prepared By:
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CTC Meeting: July 18, 2002

Reference No.: 2.1c.(1)

Original Signed By:
ROBERT L. GARCIA
Chief Financial Officer
July 1, 2002

TRAFFIC CONGESTION RELIEF (TCR) PROGRAM
APPLICATION APPROVALS

RESOLUTION TA-02-10

At the July 18, 2002 California Transportation Commission (Commission) meeting, the Commission will be asked to consider the following two Traffic Congestion Relief Program applications totaling \$24,920,000. The Department of Transportation recommends these projects, or phases of a project, be approved. A fact sheet for each project is attached.

- Project #28 - \$4,320,000 for Phase 4, for Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.
Applicant Agency: City of Richmond
Implementing Agency: City of Richmond
Advance Requested: \$100,000 for previously approved Phase 2 and \$250,000 for Phase 4
- Project #40 - \$20,600,000 for Phase 3, for Route 10; add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Route 605 to Route 57 in Los Angeles County.
Applicant Agency: California Department of Transportation (Department)
Implementing Agency: Department

TCR Program – Application Approval Project # 28

July 18, 2002
Reference No. 2.1c.(1)

Contra Costa Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.

(\$ X 1,000)

Estimated Project Cost:	\$11,515 \$6,800	TCRP Funds covered by the application:	\$4,320
Total TCRP Funds Available:	\$5,000	Phases(s) covered in application:	1,2,4
Lead Agency:	City of Richmond	Implementing Agency:	City of Richmond

TCRP allocation request concurrent w/application: \$0

Advance requested: \$350

for Phase(s): N/A

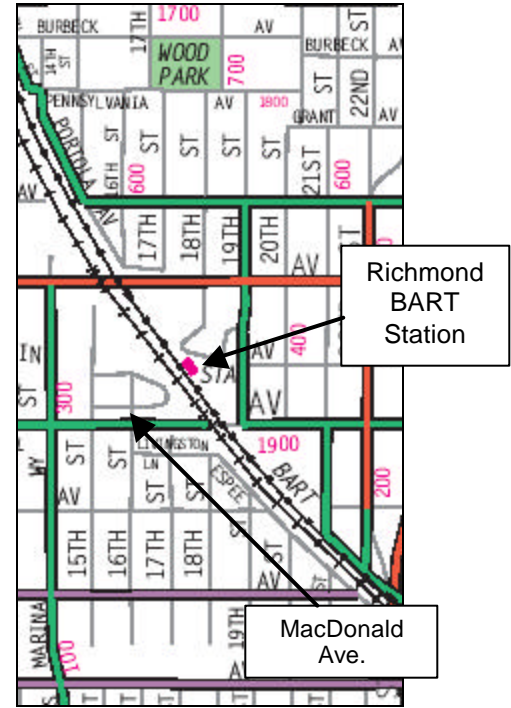
for Phase(s): 2,4

Project Summary: The project is to construct an ~~800~~ 680-space Bay Area Rapid Transit (BART) parking garage at the Richmond BART Station. The new garage will allow for the development of a mix-use transit village where the current BART surface parking lot is located. The new parking garage is to be built on BART land and will be owned and maintained by BART. All of the parking spaces within the parking garage will be used exclusively for transit users (BART and Capitol Corridor), with the exception of 45 spaces to be used by the patrons of the retail stores. The current surface parking lot has 406 spaces.

The overall transit village is a mixed-use pedestrian-oriented development comprised of a variety of elements, including: 231 for-sale townhouse units; approximately 20,000 sq. ft. of retail space; a 30,000 sq. ft. cultural arts facility; an AC Transit bus transfer station; a 3,400 sq. ft. transit station building; pedestrian plazas; center boarding platform for Amtrak patrons; and a parking structure.

Summary of Action:

This application programs Phase 4 (Construction). Although a concurrent allocation has not been requested for construction, for cashflow purposes the City of Richmond Redevelopment Agency is requesting an advance of \$100,000 for Phase 2 (Specifications/Bid Preparation) and \$250,000 for Phase 4 (Construction) once construction is underway. A minor amendment is also included to update the project schedule for Phase 1 (Environmental & Permits) and Phase 2 (Plans, Specifications & Estimates).



Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental - NEG DEC Studies and Permits	9/01	5/02 2/02	\$15
2	Complete final garage specifications and details with BART (Architectural/PE/Bid Docs) for design/build bid process.	5/02 3/01	11/02 6/02	\$680
3	Right of Way Acquisition - N/A			
4	Bid and Construct 800 680-space parking garage via design build process.	11/02	6/04	\$10,820
Total:				\$11,515

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$680		\$4,320	\$5,000
		Proposed					
Section 108 ED1	Federal	Committed				\$4,500	\$4,500
		Proposed					
Local	Local	Committed	\$15				\$15
		Proposed					
STIP-RIP	State	Committed				\$2,000	\$2,000
		Proposed					
	Totals:	Committed	\$15	\$680		\$10,820	\$11,515
		Proposed					
		Totals:	\$15	\$680		\$10,820	\$11,515

Prior TCRP Action: Original Application was approved on March 28, 2001 (Resolution TA-01-06).
Minor Amendment approved October 2001 to extend the completion date for Phase 2.

Status of Conditions: The following condition was set forth by the CTC under Resolution TA-01-06:

- Prior to the submittal of an application for any capital phase for the project, the City of Richmond must coordinate with Bay Area Rapid Transit District (BART) and the Capitol Corridor Joint Powers Authority (CCJPA) to develop a parking management plan that, among other requirements, provides for procedures to ensure that 635 single, non-tandem designated parking spaces are for the exclusive use of BART and Capitol Corridor riders, and ensure the commuter parking spaces are maintained and operated separate from retail parking.

Discussion/Issues: Recommend approval.

Note: \$2,000,000 in RTIP funds programmed in the 2002 STIP (FY 2003-04) provides for the additional spaces needed given the anticipated demand associated with Intercity Rail and BART/airport linkages.

Recommend Approval with the following conditions:

- Allocation of funds for Phase 4 (Construction) is contingent upon review of the final environmental document by the CTC and approval of project for future consideration of funding. (Concurrent item 2.2c(2).)
- Allocation of funds for Phase 4 (Construction) is contingent upon the City of Richmond identifying fully-funded usable segments.

Recommend the condition set forth under Resolution TA-01-06 be modified as follows:

- Prior to the submittal of an **allocation request for construction** application for any capital phase for the project, the City of Richmond must coordinate with Bay Area Rapid Transit District (BART) and the Capitol Corridor Joint Powers Authority (CCJPA) to develop a parking management plan that, among other requirements, provides for procedures to ensure that **755** 635 single, non-tandem designated parking spaces are for the exclusive use of BART and Capitol Corridor riders, and ensure the commuter parking spaces are maintained and operated separate from retail parking.

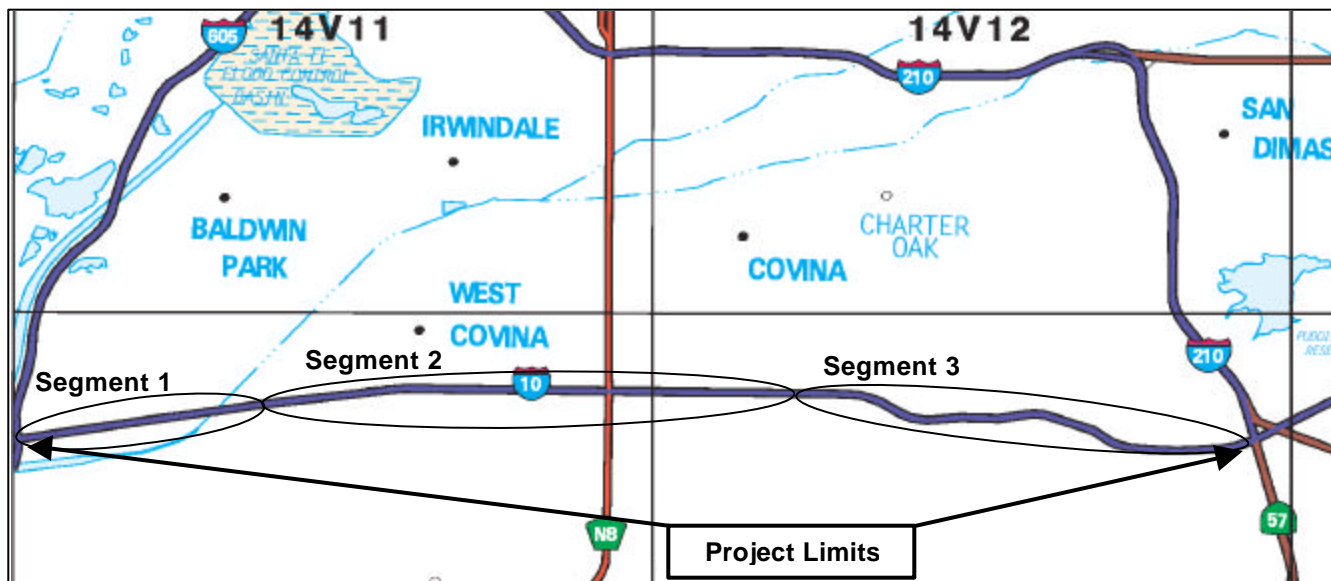
TCR Program – Application Approval Project #40

Los Angeles **Route 10; add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Route 605 to Route 57 in Los Angeles County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$300,000	<i>TCRP Funds covered by application:</i>	\$20,600
<i>Total TCRP Funds Available:</i>	\$90,000	<i>Phases(s) covered by application:</i>	3
<i>Lead Agency:</i>	Caltrans	<i>Implementing Agency:</i>	Same

<i>TCRP allocation requested concurrently with application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance requested:</i>	\$0	<i>for Phase(s):</i>	N/A



Project Summary: The overall project will widen the San Bernardino Freeway to provide one HOV lane in each direction, from Route 605 to Route 57. The project will provide for approximately 11.2 miles of HOV lanes that will effectively double the people carrying capacity of a mixed flow lane thus alleviating some of the congestion by encouraging and supporting the use of shared ride modes. The project will be delivered in three segments:

- Segment 1: Route 605 to Puente Avenue (2.2 miles)
- Segment 2: Puente Avenue to Citrus Street (4.1 miles)
- Segment 3: Citrus Street to Route 57 (4.9 miles)

Summary of Action: Approval of Phase 3. In addition, a minor amendment transfers \$3,900,000 from Phase 2 to Phase 3.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Project Report and Environmental Document	8/00	11/02	\$2,600
2	PS&E, Utility Plans and Permits	11/02	2/08	\$26,700
				\$30,600
3	Right of Way Acquisition	11/02	2/08	\$41,400
4	Construction	12/05	7/11	\$229,300
Total:				\$300,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$500	\$8,100 \$12,000	\$24,500		\$33,100
		Proposed				\$56,900	\$56,900
Prop C	Measure	Committed	\$2,100				\$2,100
		Proposed					
STIP	State	Committed					
		Proposed		\$18,600	\$16,900	\$172,400	\$207,900
	Totals:	Committed	\$2,600	\$8,100 \$12,000	\$24,500		\$35,200
		Proposed		\$18,600	\$16,900	\$229,300	\$264,800
		Totals:	\$2,600	\$26,700 \$30,600	\$41,400	\$229,300	\$300,000

Prior TCRP Action: Original application was approved on June 6, 2001 (TA-01-09) for \$12,500,000 for Phases 1 and 2.

Status of Conditions: No previous conditions set.

Discussion/Issues: For Segment 1, TCRP fully funds Phases 2 and 3 and provides partial funding for Phase 4. \$29,440,000 remains to be identified. Segments 2 and 3 are not funded beyond environmental clearance. Funding in the amount of \$207,900,000 remains to be identified for all three segments. Anticipated sources include, but are not limited to, STIP funds. Regional Transportation Plan documentation is on file.

Recommend approval with the following condition:

- Allocation of capital funds contingent upon CTC review of the final Environmental Document and approval for future consideration of funding.

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Traffic Congestion Relief Program
Project Applications

RESOLUTION TA-02-10

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
 - 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief Program (TCRP); and
 - 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
 - 1.4 WHEREAS the Commission, with assistance from the Department, is required by statute to review and approve applications for TCRP projects that meet the requirements in statute and guidelines; and
 - 1.5 WHEREAS the Commission, with assistance from the Department, has reviewed submitted TCRP project applications, and subsequent clarifications and revisions, and determined they comply with the statute and guidelines.
 - 2.1 NOW THEREFORE BE IT RESOLVED the Commission does hereby approve the following two TCRP project applications totaling \$24,920,000 as submitted, with subsequent clarifications and revisions:
 - Project #28 - \$4,320,000 for Phase 4, for Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.
Applicant Agency: City of Richmond
Implementing Agency: City of Richmond
Advance Requested: \$100,000 for previously approved Phase 2 and \$250,000 for Phase 4
 - Project #40 - \$20,600,000 for Phase 3, for Route 10; add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Route 605 to Route 57 in Los Angeles County.
Applicant Agency: California Department of Transportation (Department)
Implementing Agency: Department
- and

- 2.2 BE IT FURTHER RESOLVED that for TCRP Project #28 – Richmond BART Station Parking Structure, an allocation of funds for Phase 4 – Construction (CON) is contingent upon review of the final environmental document by the Commission and approval of the project for future consideration of funding; and
- 2.3 BE IT FURTHER RESOLVED that for TCRP Project #28 – Richmond BART Station Parking Structure, an allocation of funds for Phase 4 – CON is contingent upon the City of Richmond identifying fully-funded usable segments; and
- 2.4 BE IT FURTHER RESOLVED that the condition stipulated in Resolution TA-01-06 for TCRP Project #28 – Richmond BART Station Parking Structure, be modified as follows:
- Prior to the submittal of an **allocation request for construction application** for ~~any capital phase for the project~~, the City of Richmond must coordinate with Bay Area Rapid Transit District (BART) and the Capitol Corridor Joint Powers Authority (CCJPA) to develop a parking management plan that, among other requirements, provides for procedures to ensure that ~~755~~ **635** single, non-tandem designated parking spaces are for the exclusive use of BART and Capitol Corridor riders, and ensure the commuter parking spaces are maintained and operated separate from retail parking.; and
- 2.5 BE IT FURTHER RESOLVED that for TCRP Project #28 – Richmond BART Station Parking Structure, for cash flow purposes, an advance of \$350,000 is approved for Phase 2 – Plans, Specifications and Estimates (PS&E), previously approved under Resolution TA-01-06, and for Phase 4 – CON; and
- 2.6 BE IT FURTHER RESOLVED that for TCRP Project #40 – HOV Lanes on Route 10 between Route 605 and Route 57, an allocation of capital funds is contingent upon Commission review of the final Environmental Document and approval of the project for future consideration of funding; and
- 2.7 BE IT FURTHER RESOLVED that all applicant agencies shall provide the Commission and the Department with a progress report on April 1st and October 1st of each year on actual expenditures and status of work, until the projects have been completed; and
- 2.8 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines.